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1. On 27 July 1955 a meeting of the [ ] Steering Committee was held in the office of the Chief, Engineering Division, OC. Those present were as follows:

Mr. MacCappin	WADC
Mr. Al Draper	SAC
Mr. Gene Henson	SAC
Lt. Col. A.A. Konkel	Hqs., USAF
Major William Becker	Hqs., USAF

CIA  
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CIA

The purpose of the meeting of the steering Committee was to determine the future of the [ ] System with regards to additional field evaluation and redesign.

2. The first topic on the Agenda concerned the report of the [ ] evaluation recently conducted by R&D/IP. It was determined that Mr. Draper would compile an outline of results of SAC field tests, along with the results of the Omaha reception of the recent field test, and send this outline to Mr. MacCoppin at Wright Field, where it would be reproduced, and combined with the Lab Report of the [ ] field tests, and distributed to a limited number of people. It was estimated that a maximum of ten copies would be required for this limited distribution.

3. With reference to the future evaluations requested by the SAC personnel, CIA stated that they would approve such tests being run from Ellison, Alaska, to Omaha on a limited basis. It was further suggested that complete studies of the propagation of this system over the Arctic regions could be made through the use of simulated signals operating with one or two channels and random pulsing. This simulated test combined with the actual operational test from Ellison should provide SAC with the information needed to evaluate the use of this equipment in the Polar area.

4. Concerning the redesign of the [ ] System, field unit and base station, CIA distributed to the Steering Committee a sterilized copy of the functional characteristics for the [ ] which set forth the basic requirements of the Agency for this type of equipment. Mr. Al Draper of SAC distributed a similar document, setting forth the basic SAC E&E requirements. It was noted that the basic requirements of both the Agency and the Air Force were very similar with one great exception, the volume and weight requirements. The present package size, approximately 12 x 16 and 25 and 30 pounds,

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would not be excessive for our use. However, Mr. Draper stated that this size and weight would be entirely unusable by SAC in the E&E application. Col. Konk~~al~~ requested that two gentlemen from the Wright Air Development Center, Mr. Sol Wiseman and Mr. Dickson Hillsabeck, be cleared for discussions with technical personnel on the technical aspects of the [ ] System, since these people are in charge of the development of E&E Equipment for SAC use. He further stated that upon receipt of this clearance, Mr. Hillsabeck and/or Mr. Wiseman would investigate the feasibility of redesign of the [ ] System and packaging in a size and form factor compatible with the SAC ejection seat application. Col. Konk~~al~~ felt that within 30 to 60 days after Mr. Wiseman and Mr. Hillsabeck were cleared for discussion on this subject, they would be able to determine if the Air Force was desirous of combining efforts on the redesign of the [ ] System along the lines the Agency has recommended. [ ] stated at a later time that Messrs. Hillsabeck and Wiseman would be cleared immediately for discussions on this subject, and Major Becker informed us that immediate plans would be made for a visit from these gentlemen to Agency Headquarters.

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5. An Ad Hoc Committee consisting of Mr. Al Draper of SAC and Mr. MacCoppin of WADC, along with one Agency representative, was formed to meet at a later date to formulate plans for the further field testing of the [ ] System in Polar regions.

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6. Col. Konk~~al~~ stated that he thought it was essential that the Air Force, the Agency, and the Navy get together on the subject of [ ] due to the fact that, to his knowledge, the Navy has a very similar, if not identical, system in use at present, and a great deal could be accomplished by interchange of information concerning these systems. A meeting between Col. Konk~~al~~ and [ ] was arranged for later in the afternoon for the purpose of discussing this particular problem.

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7. It was decided that no matter what form activities on this system take in the future, it would be desirable to continue the organization of the Steering Committee as presently set up in order that the Air Force and the Agency have a working group on the technical levels capable of coordination of various projects of this sort. It was determined that no future meeting would be set at the present time, but that it would be desirable to be able to call one when the occasion required.

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